

S/N 10/635,127

Atty Dkt No. GP-303003 (GM-0363PUS)

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1-7. (cancelled)

8. (currently amended) A method of retrofitting a material handling system having a horizontally-oriented beam defining an exposed track, the method comprising:

connecting a rail to the horizontally-oriented beam such that at least a portion of the rail is positioned at the same vertical height as at least a portion of the beam, the rail at least partially defining a passage and a partially enclosed track;

wherein the beam includes an upper flange and a lower flange oriented horizontally, and a vertically oriented web interconnecting the upper flange and the lower flange; and wherein the method further comprises employing a cantilever to support the rail from the beam.

9. (cancelled)

10. (currently amended) The method of claim 8 [[9]], further comprising installing a trolley having at least one wheel such that at least a portion of the trolley is located within the passage and said at least one wheel is engaged with the enclosed track such that the trolley is translatable within the passage.

11-14. (cancelled)

15. (currently amended) A method of retrofitting a material handling system having an I-beam characterized by a horizontally-oriented upper flange and a horizontally-oriented lower flange, the method comprising:

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causing a trolley having two roller elements to translate with respect to the I-beam whereby the two roller elements roll on the lower flange;

subsequent to said causing a trolley having two roller elements to translate with respect to the I-beam, connecting a hanger to the upper flange of the I-beam; and

subsequent to said causing a trolley having two roller elements to translate with respect to the I-beam ~~connecting a hanger to the upper flange of the I-beam~~, operatively connecting a rail to the hanger such that at least a portion of the rail is at the same vertical height as at least a portion of the I-beam, the rail at least partially defining a passage and a track at least partially enclosed within the passage.